



Beeliners enable AE ...

MISSION

PAGES 16-17



U.S. Air Force photo/Staff Sgt. Heather Flitcroft

Tech. Sgt. Bryant Friend, 571st Air Mobility Advisory Squadron vehicle maintainer, changes the tires on a forklift while conducting training with the Dominican Republic Air Force in the Dominican Republic, May 3. Friend conducted the first U.S. Air Force assessment of FARD vehicle maintenance operations. He helped them make their sole forklift operational after four months out of service and regain their cargo aircraft loading capability.

571st MSAS builds partnership

Lt. Col. Christopher Shea
571ST MOBILITY SUPPORT
ADVISORY SQUADRON

SAN ISIDRO AIR BASE, Dominican Republic — The 571st Mobility Support Advisory Squadron completed training with the Dominican Republic air force near Santo Domingo from April 18 through May 5.

The MSAS team trained members of the FARD on aircraft weight and balance, corrosion control, hazardous materials management and radio communications. They also conducted an assessment of vehicle maintenance and operations.

According to Staff Sgt. Falon Pereira, 571st MSAS radio communications air advisor, the training partner nation military members received was valuable.

“One of the biggest take-aways from this experience is how dynamic the environment we operate in can be,” Pereira said. “Our training emphasized the need for air advisors to be flexible and ready to adapt their training curriculum to meet the interests of the U.S. Air Force and the capabilities of our partner nations.”

During the two-week period, more than 175 hours of assessments and seminars

took place at the San Isidro Air Base in the Dominican Republic, graduating 25 FARD military personnel from several career job specialties.

As part of the training, Tech. Sgt. Bryant Friend conducted the first U.S. Air Force assessment of FARD vehicle maintenance operations. He helped them make their sole forklift operational after four months out of service and regain their cargo aircraft loading capability. The assessment opened the door for more training to help the FARD military get new capabilities.

“It was quite eye opening

to witness the hard work and ingenuity of the partner nation personnel,” Friend said. “Although they lack the tools and equipment that I normally use, they were able to perform effective maintenance operations with what they had.”

Throughout the team’s time in the Dominican Republic, the MSAS assisted the FARD in improving their ability to conduct air operations against maritime criminal threats, such as narcotics trafficking, and to build partnerships for enduring regional security cooperation.

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Leaders look at science, AI future

**Secretary of the Air Force
Public Affairs**

ANDREWS AIR FORCE BASE, Md. — Air Force leaders met with scientists and industry members May 17 at the Artificial Intelligence and Quantum Science Summit to chart how the service will utilize emerging technologies in the future.

The summit, hosted by Vice Chief of Staff of the Air Force General Stephen Wilson, focused on how to operationalize AI and quantum information science with briefings from experts from headquarters Air Force Intelligence Surveillance Reconnaissance directorate, Air Force Research Labs, Air Force Life Cycle Management Center, and technology industry leaders.

“The world is changing,” Wilson said. “We will change at scale. As noted in the National Defense Strategy, we must continue to learn and adapt faster. We’re here to ensure we have that architecture and infrastructure to empower our Airmen.”

The implications of AI and quantum information science are wide-ranging. From harnessing, processing, protecting and using massive quantities of data to improve decision making, to changing business practices with predictive, conditions based aircraft maintenance, AI and quantum science can revolutionize how the Air Force flies, fights and wins.

But widely utilizing these technologies requires more than building upon current Air Force science and technology investments, according to leaders. It will require embracing the technology as a culture.

As well, pursuing game changing capabilities with

See FUTURE Page 24



U.S. Air Force photo/Staff Sgt. Christopher Stoltz

Senior Airman Cory Woodford, 5th Expeditionary Air Mobility Squadron aerospace propulsion journeyman and Senior Airman Clayton Cahoon, 5th EAMS crew chief, replace rotor blades on a C-17 Globemaster III aircraft May 17 at an undisclosed location in Southwest Asia.

‘Jokers’ play critical role in OIR

Staff Sgt. Christopher Stoltz
386TH AIR EXPEDITIONARY WING

SOUTHWEST ASIA — With more than 1,000 successful missions in the last six months, the 5th Expeditionary Air Mobility Squadron, known as “The Jokers,” supports Operation Inherent Resolve’s busiest port in the area of responsibility at an undisclosed location in Southwest Asia.

As a tenant unit under the 386th Air Expeditionary Wing, the 5th EAMS is responsible for the aerial port. “The Jokers” maintain staged C-17 Globemaster III aircraft in addition to providing support for transient aircraft flying in and out of Iraq, Afghanistan and Southwest Asia.

Beyond their mission at the 386th AEW, they perform maintenance operations on air frames at forward deployed locations.

“Without maintainers, these aircraft would eventually just sit on the runway,” said Senior Airman Eric Pashnick, a 5th EAMS crew chief deployed here from Joint Base McGuire-Dix-Lakehurst, New Jersey. “It is humbling to know that with our

support, we are able to accomplish the mission. However, at the same time, it keeps you focused and ensures you pay attention to even the littlest detail – because one mistake can be catastrophic.”

The attention to detail Pashnick mentioned is critical, as aircraft here are often subject to foreign object damage, or FOD. According to Pashnick, it is common for aircraft to arrive here with rocks, sand, animals, shrapnel, or combat damage. “The Jokers” then have to repair or replace parts affected by the FOD, in addition to performing routine maintenance procedures.

“We are there working the moment the aircraft comes to a full-stop,” said Senior Airman Clayton Cahoon, a 5th EAMS crew chief deployed here from Travis Air Force Base, California. “Time is of the essence, and the longer an aircraft is parked on our runway, the less it is in the air completing its mission. It’s our job to ensure it doesn’t sit on the runway for long.”

Cahoon said when an aircraft arrives, they do a full inspection on it – from the engines all

the way down to the fluids. More recently, Cahoon and his fellow Airmen repaired engines on one C-17 by removing and replacing a series of rotor blades.

Although his deployment is ending soon, Cahoon said his time here has been rewarding, and will remember it fondly. He attributes his positive attitude to his fellow Airmen, the interaction and involvement from their leadership and the work they completed.

“What makes the Airmen of the 5th EAMS the best is their passion for the mission, team work and pride in what they accomplish,” said Lt. Col. Clinton Varty, 5th EAMS commander.

Varty said he could rave about the Airmen and list their accomplishments, but said the achievements are just a result of the hard work “The Jokers” do every day.

“Beyond the Airmen of the 5th EAMS, the reason we are successful is due to amazing support we receive from the 386th AEW and the 387th Air Expeditionary Group,” said Varty. “This is a great place to make the mission happen – and we all have a part in that.”

Memphis Belle opens at Air Force museum

Staff Sgt. Megan Friedl
DEFENSE MEDIA ACTIVITY

DAYTON, Ohio — Seventy-five years ago, on May 17, 1943, the crew of the B-17F Memphis Belle completed their 25th combat mission in Nazi-occupied Europe. They overcame insurmountable odds by becoming the first U.S. Army Air Forces heavy bomber to complete 25 missions and return to the U.S.

Exactly 75 years after its last mission, the National Museum of the U.S. Air Force had the renovated Memphis Belle on display for the public May 17.

The museum curator and project manager for the Memphis Belle exhibit, Jeff Dufford said “during the war more than 25,000 U.S. heavy bomber crewmen were killed in combat with over 8,000 of the heavy bombers being destroyed.”

In the 1940s the Memphis Belle was a symbol of American bravery. After the crew returned home to the U.S., they went on a cross-country tour promoting the sale of war bonds. A 1944 documentary

was made about the aircraft and crew with real footage from the war. Later in 1990, a Hollywood movie was also released about the Memphis Belle.

Since 2005 when the aircraft arrived at Wright-Patterson Air Force Base, more than 55,000 meticulous hours were spent renovating it back to its original condition. A skilled restoration staff along with a group of technically qualified volunteers were able to make it possible for the Memphis Belle to be in the impeccable state that it is in now.

On May 16, 2018, a select number of families and friends of the Memphis Belle crew, veterans and other special guests from around the country gathered to view the unveiling of the Memphis Belle. Even some of the descendants of Wilbur and Orville Wright attended the special event.

The son of the Memphis Belle pilot, Robert K. Morgan Jr., was one of the special guests during the unveiling ceremony. For him, this was a

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Exercise illuminates base's readiness



U.S. Air Force photo/Heide Couch

Airmen assigned to the 60th Air Mobility Wing listen to instructions prior to an exercise May 17 at Travis Air Force Base, Calif. The Airmen participated in a weeklong basewide readiness exercise designed to evaluate the base's readiness and ability to execute and sustain rapid global mobility around the world.

Airman honors squadron legacy

Staff Sgt. Alexandre Montes

70TH INTELLIGENCE SURVEILLANCE AND RECONNAISSANCE WING PUBLIC AFFAIRS

FORT GEORGE G. MEADE, Md. — Heritage. It doesn't have to be something tangible handed down, it can also be something that gives a sense of pride and belonging.

In September 1944, the 11th Photographic Technical Unit was constituted, and on May 18, 2018, an Air Force Cross recipient, Master Sgt. Robert Gutierrez Jr., assisted the 29th Intelligence Squadron with honoring the unit's legacy at their Heritage Day ceremony.

During the ceremony, Lt. Col. Robert Vidoloff, 29th IS commander, said this year's Heritage Day was meant to be specific.

On May 18, 1959, the 432nd Reconnaissance Technical Squadron was inactivated after a tour in which their Airmen, using reconnaissance aircraft, provided the 70th Intelligence, Surveillance and Reconnaissance Wing support for ground troops. The unit is also the one from which the 29th IS was derived.

"We have a fantastic Airman who came to share his story with us," Vidoloff said of the events keynote speaker. "He has had 13 combat deployments and has been a combat controller since he entered the Air Force in 2002."

From 2008 to 2009, Gutierrez was part of the 321st Special Tactics Squadron. While he was on a routine patrol in Afghanistan, his unit was suddenly attacked. Using intelligence that was given to him and his convoy by ISR Airmen, he was able to find cover and coordinate needed air support.

The Airmen of the 29th IS clapped as the combat

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Taking opportunities to learn and explore

Airman 1st Class Mario Hernandez, 60th Medical Operations Squadron aerospace medical technician, practices firing party movements May 18 at the Honor Guard Building at Travis Air Force Base, Calif.



U.S. Air Force photo/Airman 1st Class Jonathon D. A. Carnell

Earlier this year, my supervisor asked me, “Hey Carnell, would you mind going to Honor Guard training starting Monday?” My first thoughts were that something must have changed with my wingman’s schedule in our shop. We both intended doing Honor Guard and our leadership chose him to go first. As I had planned on going second, I was not looking forward to the sudden schedule change. My response to my supervisor was, “Yes, ma’am.” To be honest, I was extremely intimidated and nervous about going. Prior

Commentary


to heading off to training week, I heard that Honor Guard training is very intense and similar to Basic Military Training. I still thought to myself, “Everything happens for a reason. I will gain a lot as an Airman if I go.” On Sunday night, I rolled around in bed, feeling restless and anxious about the next day’s training. For the first day, I was told to dress in blues and be prepared for inspection

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Commentary by Airman 1st Class Jonathon D. A. Carnell

60TH AIR MOBILITY WING PUBLIC AFFAIRS



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Air Force strengthens partnerships through engagements program

Staff Sgt. Rusty Frank
SECRETARY OF THE AIR FORCE
PUBLIC AFFAIRS

WASHINGTON — The Air Force educates and trains more than 11,800 international partner air force members each year. Historically, enlisted airmen have made up a relatively small subset of this total. But the U.S. Air Force believes there is an opportunity to apply the world-class skills and expertise of the enlisted corps far more effectively to international partnering efforts. The International Enlisted Engagements Program seeks to do just that, while also supporting the Air Force’s priorities of strengthening international relationships and building global airpower capabilities, using enlisted engagement as a tool for achieving

security cooperation objectives. “One of the goals of this enlisted engagement is to assist our partner nations with enlisted development while also developing culturally competent Airmen within our own forces,” said Chief Master Sgt. of the Air Force Kaleth O. Wright. “It’s part of our talent management plan, helping to build a well-equipped, professional corps or international senior enlisted leaders who are able to lead their forces in the advancement of national and international strategic objectives and interests.” U.S. Air Force senior non-commissioned officers are employed as strategists to develop requirements and implementation plans for engagement

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U.S. Air Force photo/Master Sgt. Joey Swafford


1st Lt. David Brown, 22nd Airlift Squadron C-5M Super Galaxy pilot, conducts a post flight shutdown during a Tuskegee Airmen heritage flight Feb. 27 at Ramstein Air Base, Germany. The flight consisted of an all-black C-5M crew who conducted the mission that displayed pride in their heritage and showcased their ability to conduct rapid global mobility in today’s Air Force by delivering U.S. Army equipment and passengers to Afghanistan.

Tech. Sgt. James Hodgman
60TH AIR MOBILITY WING PUBLIC AFFAIRS

The Air Force mission to fly, fight and win comes with great risk. The service’s aircraft are flown for thousands of hours each year supporting a variety of operations including combat missions and humanitarian relief. Maintenance professionals inspect and maintain those aircraft according to a strict schedule. The planes fly through extreme weather, combat zones and often land in austere locations. According to an email sent to all wing commanders across the service, Gen. David Goldfein, Air Force Chief of Staff, the manned aviation flight mishap rate has increased since the beginning of the fiscal year. “To date, we have experienced 15 Class A mishaps, 319 Class C mishaps and have lost 18 Airmen,” Goldfein stated. “Our men and women have volunteered to give their last full

measure for America’s security. It is our responsibility as leaders to leave no stone unturned when it comes to providing the tools, resources and leadership to accomplish their mission and return to their families. We cannot afford to lose a single Airman or weapon system due to preventable mishaps.” A Class A mishap is an accident that results in a fatality, permanent disability, destruction of an aircraft or damage exceeding \$2 million. Class B mishaps are accidents that result in hospitalization of more than three personnel, permanent partial disability or between \$500,000 and \$1,999,999 in damage. Class C mishaps are accidents that result in injury or illness leading to a permanent change of job, loss of work or damage exceeding \$50,000 but less than \$500,000. In an effort to prevent the next mishap, Goldfein directed all Air Force bases with a

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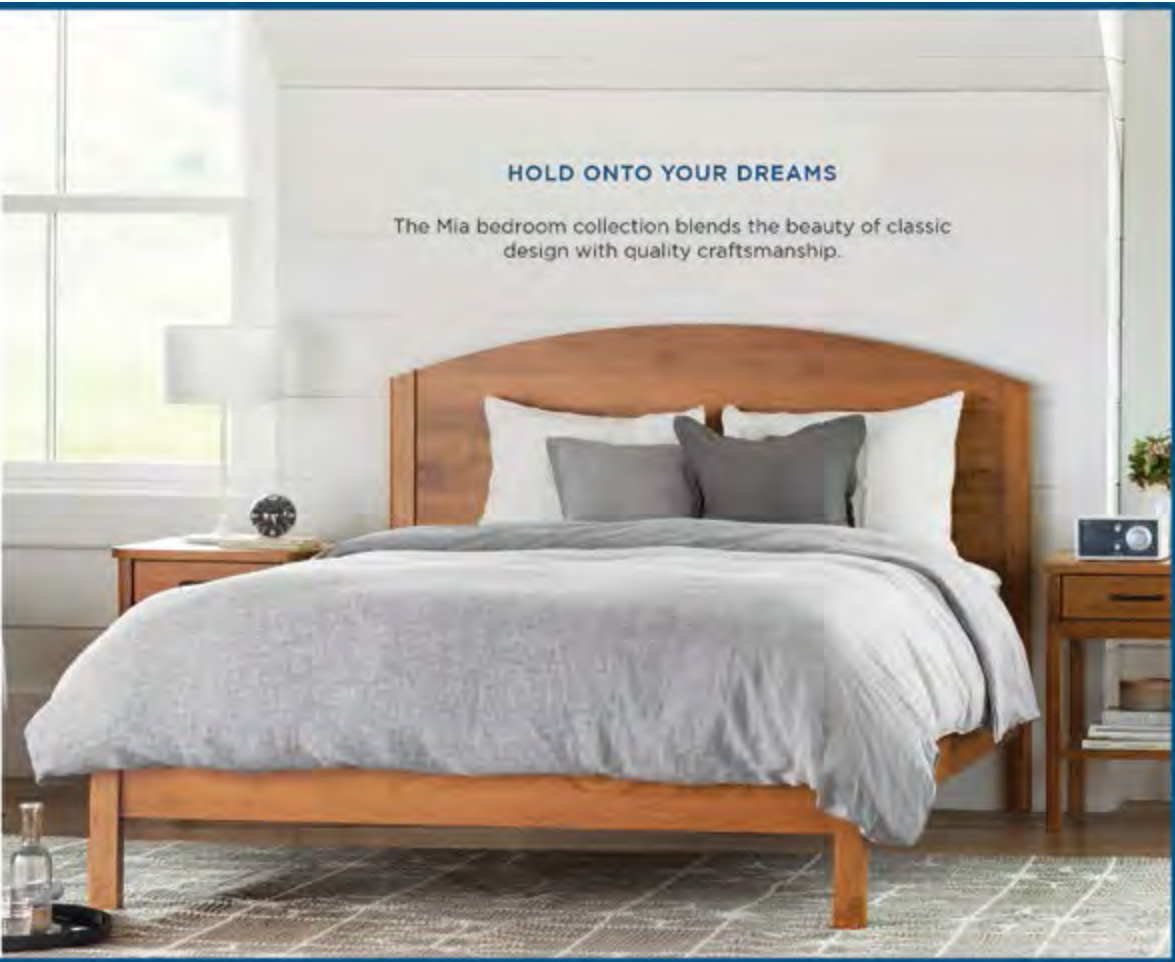
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C-47 part of base's legacy



A Douglas C-47 Skytrain awaits visitors outside the Heritage Center May 17 at Travis Air Force Base, Calif. The base is celebrating its 75th anniversary all year and people can learn about much of the base's history by visiting the Heritage Center.

U.S. Air Force photo/Tech. Sgt. James Hodgman



U.S. Air Force photo/Maj. Jolene Bottor-Orliona

Staff Sgt. Annie Lepillez, a 731st Airlift Squadron loadmaster, reads over a checklist April 26 before a training mission during the annual wildland firefighting training and certification sponsored by the U.S. Department of Agriculture Forest Service at McClellan Reload Base, Calif.

Loadmaster takes journey to MAFFS

Staff Sgt. Frank Casciotta
302ND AIRLIFT WING PUBLIC AFFAIRS

PETERSON AIR FORCE BASE, Colo. — Annie had just found a decent vantage point to get a better look at the infamous Black Forest fire as it was burning near her hometown of Colorado Springs, Colorado, in 2013, when she spotted an aircraft dropping a line of bright orange retardant on the outskirts of the wildfire. At the time, she had no idea that she would be flying as part of the crew in one of those aircraft herself one day.

"I just remember thinking, 'they are doing that firefighting mission. That has to be the coolest job ever,'" said Staff Sgt. Annie Lepillez, one of the 731st Airlift Squadron's newest Modular Airborne Fire Fighting System-qualified loadmasters.

Joining the Air Force Reserve was the furthest thing from Lepillez's mind when she graduated from college in 2011 with a degree in aviation. Her plan was to be an air traffic controller with the Federal Aviation Administration, but that was not to be.

"Unfortunately, I graduated while there were budget cuts

that resulted in a three-year hiring freeze," she said.

She ended up working odd jobs until having a conversation with her brother-in-law, who at the time, was an Air Force C-130 Hercules aircraft pilot.

"He said, 'if you're going to look into enlisting I recommend anything that will bring you close to an airplane,'" said Lepillez.

Taking his advice, she met with a recruiter who set up a meeting with Reserve loadmasters at the 302nd Airlift Wing, here.

While meeting with the loadmasters, she connected the dots and realized these were the people dropping retardant from the C-130 during the fire she saw.

"I thought to myself, 'you're kidding me; that's something you can do,'" she said.

About four years and more than 900 flying hours later as a C-130 loadmaster, Lepillez is now amongst those qualified to fly on MAFFS missions after the annual MAFFS recertification training sponsored by the U.S.D.A Forest Service held at McClellan Reload Base in

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Courtesy photo

Royal Air Force Master Aircrew Keith Wing, 56 Squadron Rivet Joint specialist, places a wreath at the gravesite of U.S. Army 1st Lt. Jarvis Offutt Dec. 18, 2017, at Forrest Lawn Memorial Park, Nebraska. When Offutt died he was a member of 56 Squadron.

RAF warrant officer leads renovation of Offutt's grave

Charles Haymond
55TH WING PUBLIC AFFAIRS

OFFUTT AIR FORCE BASE, Neb. — The recent restoration of 1st Lt. Jarvis Offutt's grave was sparked when a Royal Air Force rivet joint specialist, assigned to RAF Waddington's 56 Squadron, visited the grave to pay respect to the former squadron member in December 2017, at Forrest Lawn Memorial Park, Nebraska.

Offutt had been part of the 56 Squadron for approximately a day before he died in flight over France.

Master Aircrew Keith "Natty" Wing, 56 Squadron rivet joint specialist, visited the grave during a visit to Offutt Air Force Base as a liaison with the 55th Intelligence Support Squadron. Wing works in an operational test and evaluation role, in which he gathers data on RC-135 aircraft to provide information for RAF leadership, allowing them to make informed decisions.

Wing comes to Offutt AFB three or four times a year in a liaison capacity. The first time

Wing visited Offutt's grave was to lay a wreath on behalf of his squadron the day before he was due to return to the United Kingdom. Whilst there he noticed the grass had overgrown the gravestone and used his aircrew knife to trim it. This field cleanup revealed an inscription, which had been buried because the stone had sunk about five inches into the ground over many years.

Wing returned in February 2018 with Kenneth Bauer, 55th Wing Plans, Program and Requirements international program officer, with tools to clear away the ground and make the inscription more legible, but the frozen ground prevented them doing as complete a job as he had hoped. The two even enlisted the assistance of two somewhat bemused ground maintenance workers to lend some stronger tools.

"Lt. Offutt was a member of my squadron on the day he died," Wing said. "We have a saying on 56 Squadron - the phoenix of 56 Squadron is the phoenix, so they are known as 'The Firebirds' - and once a Firebird always a Firebird. It

doesn't matter that he'd only been with us one day, he was one of us. I would like to think someone would do something similar for me."

Bauer and Wing work together during his liaison visits. When Bauer learned of Wing's actions to improve the gravesite he began taking steps to improve it further.

"I told Natty, 'today I am honored and saddened,'" Bauer said. " 'Here you stand, a member of a foreign Air Force, making certain that a comrade's grave is fit and proper for a man that was in your squadron for 24 hours, while the base named after him has apparently not been out here to see him for quite some time. I told Natty that the RAF often comes to us saying that they are 'cap in hand,' but I would disagree. The RAF brings with it nobility, Esprit De Corps, a sense of history and teamwork that we seem to have lost. I promised that when the ground was no longer frozen I would have the headstone made proper. Today that was completed for Lt. Jarvis Offutt and the headstones of his whole family."

74th Fighter Squadron pilots receive flying cross

Senior Airman
Janiqua P. Robinson
23RD WING PUBLIC AFFAIRS

MOODY AIR FORCE BASE, Ga. — Two Airmen received the Distinguished Flying Cross May 23 in recognition of their actions in support of Operation Inherent Resolve.

Maj. Matthew "Chowder" Cichowski and Capt. William "Archer" Dana, both 74th Fighter Squadron A-10C Thunderbolt II pilots, risked life and limb while deployed to Incirlik Air Base, Turkey, to protect Syrian Democratic Forces, or SDF, from a common enemy.

"The bravery these two Airmen displayed in combat makes me extremely proud," said Maj. Gen. Scott J. Zobrist, 9th Air Force commander. "You both demonstrated our aviators are the most highly capable professionals in the world."

The DFC is awarded to someone who distinguishes themselves in support of operations by heroism or extraordinary achievement while participating in aerial flight. Dana and Cichowski were active on the same deployment but were recognized for their actions on separate missions.

Dana and his wingman were alerted by a joint terminal attack controller that the enemy had breached friendly lines in eight locations causing multiple casualties Aug. 14, 2017.

"As soon as we checked in, there was an immediate need for support," Dana said.

"There was a sense of urgency felt. I needed to get out there quickly because good guys were dying."

In a three-hour period, Dana employed 11,000 pounds of ordnance, killing 37 enemies and destroying 10 enemy defensive fighting positions with no friendly losses. While low on fuel, having few bombs remaining and pro-regime aircraft tracking his location, Dana elected to conduct an airstrike on enemies attacking friendly forces from a four-story building just 30 meters away.

"At the point of weapons release, I trusted my training," Dana added. "I had to account for the wind, because that affects where the ordnance drops, and with friendly lies being that close, I wanted to take responsibility for everything. This is my weapon from my jet and the effects are on me."

He accepted the risk and full responsibility for the danger-close attack and guided the weapon to the target, eliminating the enemy without any friendly injuries.

Throughout the deployment, mission after mission, the pilots of the 74th FS watched the enemies' presence shrink and activity decline as they helped the SDF gain control of the region. However, toward the end of the deployment, the enemy tried to regain control.

Cichowski was on a routinely scheduled combat mission Jan. 9 when he and his wingman were alerted by a

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336th Training Squadron rolls into Sec+ course



Airmen review a Security Plus textbook after the 501 Sec+ ribbon-cutting ceremony May 24 at Keesler Air Force Base, Miss. The 336th Training Squadron spearheaded a team of 23 individuals over the span of almost 18 months to complete the transition from the 401 Sec+ course to the new 501 course material.

Senior Airman Holly Mansfield
81ST TRAINING WING PUBLIC AFFAIRS

KEESLER AIR FORCE BASE, Miss. — The 336th Training Squadron cut the ribbon on the new cutting edge 501 Security+ course May 24 at Thompson Hall on Keesler Air Force Base.

A team of 23 individuals worked over the span of almost 18 months to complete the transition from the aging 401 course to the new 501 course material.

“We are excited to be here today to roll out the new 501 Sec+ course,” said Lt. Col. Daniel Schmitt, 336th TRS commander. “If you are going to be a network security professional you need to be held to a higher standard and I know that it’s a challenge down here in initial skills but we hit it head on. This is a challenge but it’s a challenge worth achieving because our nation depends on it.”

In a world where technological threats evolve at an increasing pace, the 336th TRS is leading the way in the realm of cyber security training.

“At one point in time the Air Force realized it had to up its game in the cyber world,” Schmitt said. “The conversation of strengthening cyber

capabilities advanced to the point where we realized we need to up our game on the education side of things. Cyber is special. It’s a domain created by us. It was our brain cells that put it all together. The 336th TRS is the cornerstone of cyber security. We create the education foundation for all cyber security through this course.”

The team accumulated more than 700 hours of course development to ensure students from five different cyber career fields would be able to attend the newly updated course.

“We spent time developing everything for this course ranging from labs and case studies to online content,” said Tech. Sgt. Alan Gault, 336th TRS instructor and 501 Sec+ course project manager. “Between the 401 and 501 course they actually increased the course material by over 25 percent but kept the same amount of teaching hours.”

One of the many updates was the added ability for students who are accepted into the course to be able to access pre-course material from anywhere around the globe.

“The instructors recorded over 160 videos of course materials in house through the partnership of the 81st Training Wing Public Affairs broadcasting team,” Gault said. “All of these videos along with the black board material we developed make it so the students can start looking at it as soon as possible from anywhere around the world.”

We’re also excited because of how the format of this class fits with Air Education and Training Command’s vision about bringing about the Continuum of Learning, said Schmitt. This course format allows multiple methods of delivery, whether, in-residence or solely online, and allows for proficiency advancement.

The road to the roll out of the new course wasn’t journeyed by Sec+ personnel alone. The group partnered with members from the 333rd TRS, the 338th TRS, other 336th TRS personnel and other units around the 81st TRW to make the project a success.

OTS revamps program to improve training

Airman 1st Class Charles Welty
AIR UNIVERSITY PUBLIC AFFAIRS

MAXWELL AIR FORCE BASE, Ala. — Over the past year, Air University’s Officer Training School has been revamping its program in order to provide a more efficient and effective training experience for its cadets.

One of the major changes the school has made has been the implementation of pre-requisite courses designed to cover topics, which otherwise would be done during a mass-lecture when the cadets arrive.

“Officer Training School and our curriculum department are looking at ways of helping people get ahead of the timeline a little bit, and give them credit for information that they potentially already know,” said Capt. Joshua S. Leis, OTS director of operations. “The first thing we got at was doing a distance learning pre-requisite of the program.

You have to do some web-based training online before you get here and that goes over what some of our informal lectures used to be, which weren’t very interactive.”

By eliminating hours of one-way lectures, OTS has freed up more time to focus on hands-on, experiential training.

“This allows us to get to a deeper level of learning with the students when they get here,” Leis said. “We take all those hours that we used to use for those lectures and now do guided discussions and case studies where it’s very interactive. Instead of going with the knowledge level type academics, we can now get into the comprehensive and application

type level academics.”

One of the major aspects of this new implementation is how it ties in with the continuum-of-learning construct, allowing OTS to meet people where they are.

Leis gave an example of how a prior-service technical sergeant, who has attended Non-commissioned Officer Academy, has the opportunity of testing out of the pre-requisite courses and receive credit. On the other end of the spectrum, an incoming cadet with no prior military experience can take web-based courses to learn about dress and appearance as well as customs and courtesies in order to be ahead of the curve when they arrive.

In addition to allowing the school to focus more on experiential learning, these changes have also allotted more time for the instructors to conduct both one-on-one and group feedback and mentorship.

“It’s more beneficial for the students because I think the most important thing we do here is that feedback and mentorship,” Leis said. “It has significantly increased the amount of feedback that we’re now giving the future officers. Now, (the cadets) go execute a training session, whether it’s out in the field or tabletop, and then provide that content to the instructor who keeps notes and can now provide them leadership feedback and tie that into their own experiences and with what they’ve seen happen in the operational Air Force.”

By allowing the cadets to receive more exposure to real-world scenarios and gain that instant feedback from their instructors, Leis and his

team believe these future officers will be better prepared for when they head out into the field.

Another way OTS has been adjusting its program to fit in with the CoL construct is by promoting lifelong fitness through their tailored fitness program.

Through creating personalized workout regiments specifically for cadets struggling with physical training, OTS expeditionary training instructors have saved more than 90 percent of the “would-be” washouts in the past year, said Leis.



Officer Training School cadets march in their blues, Aug. 22, 2012, at Maxwell Air Force Base, Alabama.

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U.S. Air Force photo/Senior Airman Janiqua P. Robinson

Maj. Gen. Scott Zobrist, left, 9th Air Force commander, places a Distinguished Flying Cross medal on Capt. William “Archer” Dana, 74th Fighter Squadron A-10C Thunderbolt II pilot, during an award ceremony May 23 at Moody Air Force Base, Ga.

Cross

From Page 11

JTAC to provide close-air support for friendly forces who were taking fire. While successfully avoiding accurate surface-to-air fire, Cichowski led his wingman to strike enemy forces attempting to overrun friendly forces who were outnumbered three to one.

“We’d been diving a lot and had already been shot at once,” Cichowski added. “We started to realize this is a coordinated attack and not a random fight like we originally thought. At this point, neither of us were strangers to combat with friendlies close. We knew what to do and how to correctly do it.”

Coordinating with a JTAC and synchronizing with a remotely piloted aircraft, Cichowski identified 25 enemy fighters 150 meters away from friendlies. He employed a 2,000 pound joint direct attack munition and proceeded to use the GAU-8 gun at the nose of the A-10C to wipe out the rest of the enemy while they countered with a barrage of anti-aircraft artillery.

“We ensured we were all looking at the right thing, and checked and double-checked so we didn’t get anything wrong,” Cichowski added. “We all trusted each other. At no point was I afraid we were going to make

a mistake and drop bombs on friendlies or civilians.”

Cichowski escaped unscathed, thwarting the largest coordinated attack of enemy fighters seen in that region without a single friendly loss. For this, Cichowski was awarded the DFC with valor, which is a distinction given to those who earn the DFC while engaged in direct combat with exposure to enemy hostilities and personal risk.

“DFC nominations are scrutinized very carefully, and every detail is validated to ensure facts are accurate,” Zobrist added. “It was an honor for me to present them with the DFC. They are very rare decorations, and it reflects highly on them and the entire 23rd Wing for their amazing accomplishments in supporting their nation.”

By the time these Airmen returned to Moody AFB, the SDF was able to take hold of most of their region and major cities were liberated.

“It’s unbelievable to get a mission like this and to see the enemies’ control of the area shrink each week,” Dana said. “The sense of pride I have to effect the fight the way we did leaves me at a loss for words. None of us could do this without our wingmen, JTACs and the RPAs. The trust and information flowing through the entire CAS team ensures we get the job done right.”

Beeliners help power aeromedical evac over Pacific



1) Capt. Jason Howell, 375th Aeromedical Evacuation Squadron medical crew director, reviews mission details of an AE mission May 13 in a C-17 Globemaster III at Travis Air Force Base, Calif. 2) Senior Master Sgt. Brad Markwood, 18th AES second AE technician, checks the vitals of a patient on board a C-17 from Travis May 16 at Andersen Air Force Base, Guam. 3) Lt. Col. Corey Akiyama, 21st Airlift Squadron C-17 Globemaster III pilot, loads a flight plan inside the flight deck May 16 before departing Andersen.

Story and photos by Lan Kim
60TH AIR MOBILITY WING PUBLIC AFFAIRS

It's a Sunday morning on Travis Air Force Base, California, and a flightline normally buzzing with activity is unusually void of the sounds one would expect from the busiest military air terminal in the United States.

The lull does not last long. As a C-17 Globemaster III aircrew consisting of three pilots and two loadmasters from the 21st Airlift Squadron bus their way to a parked C-17, ground crews and a couple of 860th Aircraft Maintenance Squadron flying crew chiefs are busy running checklists and prepping the cargo jet for departure.

The primary reason this C-17 is departing Travis is apparent to everyone by and large, from the green Conex box emblazoned with the international medical symbol of a red cross, situated in the cargo compartment.

The mission at hand is aeromedical evacuation - and a crew from the 375th Aeromedical Evacuation Squadron and other AE teams stationed at various bases in the Pacific execute that rapid AE capability alongside their Travis counterparts on a routine basis.

"This mission is the standard (Pacific Air Forces) mission where a five-man crew is deployed to Travis AFB, where the mission originates," said Maj. Twana Hadden, 375th AES flight nurse. "There, the crew configures either a C-17 or KC-135 for litter patients and medical equipment."

An AE crew consists of a medical crew director, a flight nurse charged with overseeing the overall medical aspect of the mission and three AE technicians who assist with patient care, medical equipment operability, aircraft integration and coordination.

"The crew then flies out to Joint Base Pearl Harbor-Hickam Hawaii, where three out of the original five-man crew, now combine with a two-man crew out of Kadena Air Base, Japan. The remaining two from the original five-man crew sit in alert at Hickam, standing by for any urgent or priority missions there. The new five-man crew will then fly out of Hickam, either picking up or dropping off patients at Anderson AFB, Guam, and Kadena AB," Hadden said.

Once that crew returns back to

Hickam, they reunite with their original two crew members and transport any remaining patients back to the continental United States, according to Hadden.

Though these missions are routine in the Pacific area of operation, the effects are anything but for the Airmen involved.

"AE missions are rewarding missions because it affords us the opportunity to serve military members and their families," said Capt. Kai Yamashiro, 21st AS aircraft commander of the C-17 that departed that Sunday morning with the 375th AES crew.

"Without our ability to coordinate and work side by side with each other, this mission wouldn't be feasible," he said. "Our teams work and train hard every day to be able to provide operational support for our fellow Airmen and their families in times of need."

Hadden echoed this sentiment and stressed how "important it is for teams to work as a unit to ensure patients receive the best care in a safe and timely manner," said Hadden.

Altogether, the 21st AS and their AE counterparts provided aerial transport for seven patients in the span of a week for that specific mission. And because two of those patients were classified as needing urgent and priority care, respectively, another important component of the AE system came into the fold-Critical Care Air Transport Teams.

When patients require intensive care and aerial transport to higher echelons of medical care, CCATTs consisting of a physician, critical care nurse and respiratory therapist, are deployed to provide in-flight medical care and supervision to patients as they make their way to follow-on medical care, said Master Sgt. Virginia Holmgren, a 124th Medical Group respiratory therapist with the Idaho Air National Guard and CCATT member onboard the AE mission.

Master Sgt. Tyler Jacoby, 36th Medical Group respiratory therapist and his fellow CCATT members linked up with the 21st AS air crew at Anderson AFB, Guam on one of their leg flights in the Pacific, with their priority patient and provided critical care all the way back to Travis.

"As CCATT, we are responsible for knowing how the aircrews, to include

the AE teams we fly with, operate during missions," said Jacoby. "We are constantly mixed and matched with different crews for every mission, so knowing how they operate is integral to the success of the mission because without any one part of the AE team, we would not be able to do our mission."

Missions like these provide a certain level of pride for the aeromedical professionals who perform them.

"Whether it is here in the Pacific or deployed to one of the areas that has CCATT, hearing about the success stories when patients make a recovery to lead a somewhat normal life, as opposed to the condition that we left them in at the receiving medical facility, makes this job worth it," said Holmgren.

"We see a majority of our patients on one of the worst days of their lives, so hearing success stories is very gratifying."

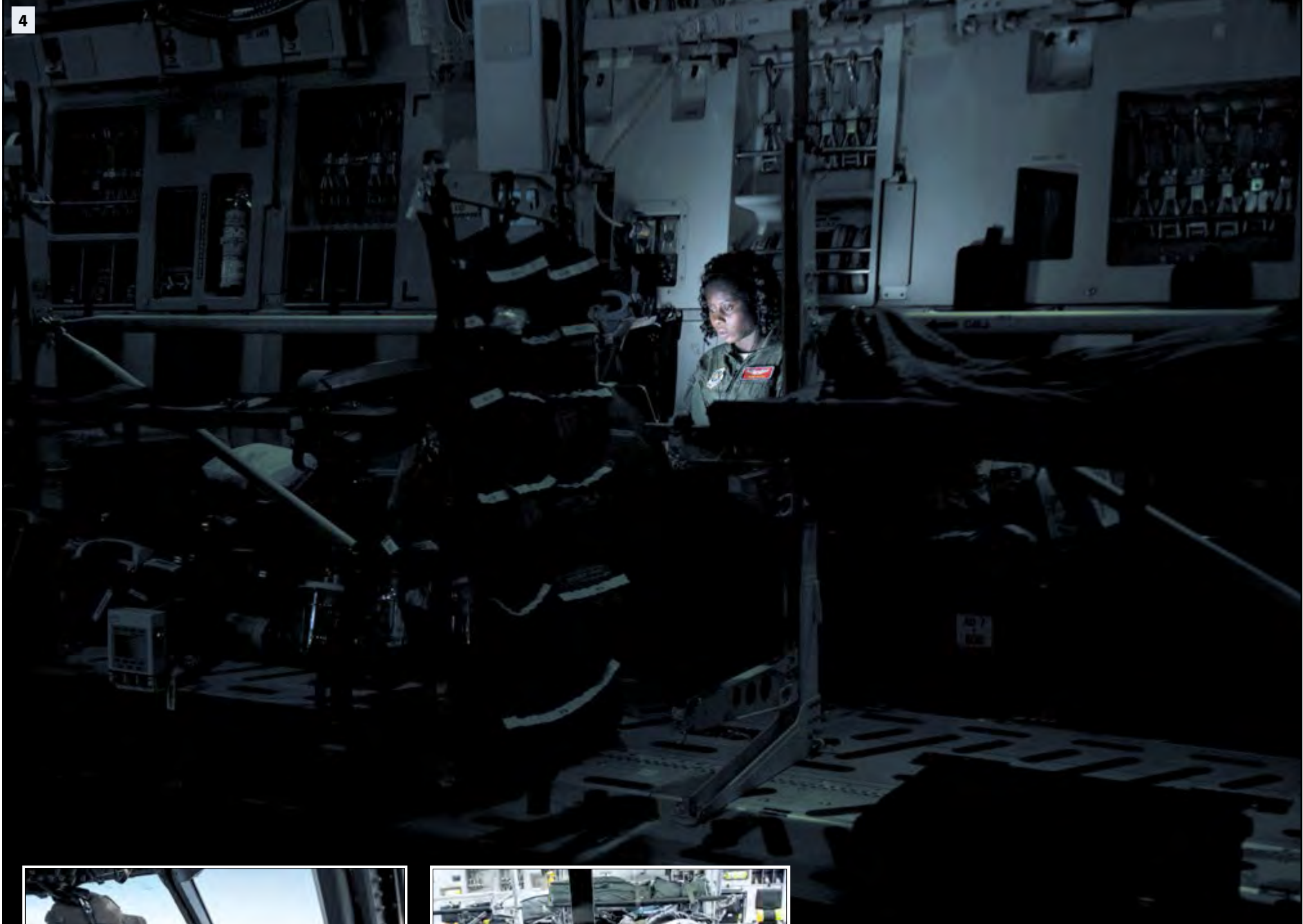
That same sense of pride can be translated across other facets of this mission. In particular, the 21st AS aircrew themselves held another distinction.

Yamashiro pointed out the mission was also a tribute to Asian Pacific American Heritage Month for May. Considering the mission was conducted in the Pacific, the majority of the crew was also of Asian or Pacific Islander descent; in turn, highlighting how the ranks of the Air Force have become more diverse.

"The 21st AS leadership encourages diversity and cultural pride, which allowed for us to partake in this (Asian Pacific American Heritage Month) flight," said Yamashiro. "They understand it is important to be proud of who you are and where you come from, but also how important it is for the Air Force to have a diverse mix of Airmen."

The main focus, though, was still the rapid AE capability that Yamashiro's crew and medics were able to perform successfully.

"We spent a week delivering critically injured patients to hospitals so they could receive proper medical treatment," he said. "Everyone's hard work translated to making a difference for these military members and their families."



4) Maj. Twana Hadden, 375th Aeromedical Evacuation Squadron second flight nurse, reviews and updates patients' medical histories May 14 aboard a C-17 Globemaster III from Travis Air Force Base, Calif. 5) Capt. Kai Yamashiro, 21st Airlift C-17 Globemaster III aircraft commander, views the Pacific Ocean during a flight departing May 14 from Joint Base Pearl Harbor-Hickam, Hawaii. 6) Senior Airman Jennifer Garcia, 18th Aeromedical Evacuation Squadron AE technician, reviews operational checklists of medical equipment on board a C-17 from Travis.

Swap Ads

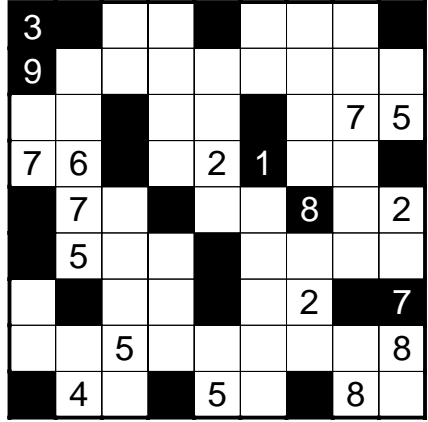
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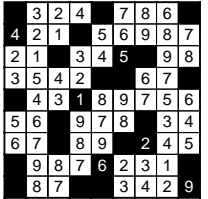
STR8TS

No. 388 Medium



You can find more help, tips and hints at www.str8ts.com

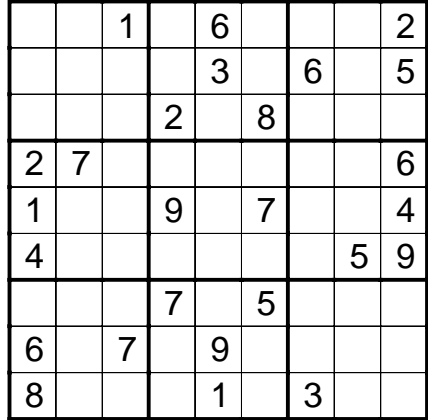
Previous solution - Tough



How to beat **Str8ts** – Like Sudoku, no single number can repeat in any row or column. But... rows and columns are divided by black squares into **compartments**. These need to be filled in with numbers that complete a 'straight'. A **straight** is a set of numbers with no gaps but can be in any order, eg [4,2,3,5]. Clues in black cells remove that number as an option in that row and column, and are not part of any straight. Glance at the solution to see how 'straights' are formed.

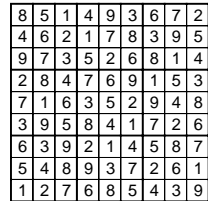
SUDOKU

No. 388 Medium



The solutions will be published here in the next issue.

Previous solution - Easy



To complete Sudoku, fill the board by entering numbers 1 to 9 such that each row, column and 3x3 box contains every number uniquely.

For many strategies, hints and tips, visit www.sudokuwiki.org

If you like Str8ts, Sudoku and other puzzles, check out our books, iPhone/iPad Apps and much more on our store at www.str8ts.com

News Notes

Endive Experience.

The Rio Vista Lions Club and California Endive Farms will sponsor the fifth annual Endive Experience at 4:30 p.m. June 9 at 15 Poppy House Road in Rio Vista, California. This community event will feature the Vallejo Community Jazz Band, endive appetizers and the Lion's Club's barbeque steak or chicken dinner. Tickets are available at Pets 4 All at 167 Main St. in Rio Vista. For more information, email constance.boulware@yahoo.com or call 707-639-7175.

Free painting class for military and their families. 2-5 p.m. June 16 at Macy's in the Solano Town Center. Must be 17 years of age and/or have a military ID to participate.

Career Fair. 10 a.m. to 1 p.m. July 27 at the Delta Breeze Club. Encourage all members to ask questions to prepare for future transition from the military.

60th FSS

Upcoming

MLB discount tickets. Get tickets to the upcoming games: Oakland Athletics at Giants on July 14 and Atlanta Braves at Giants on Sept. 11. For more information, call 707-424-0969.

News and notes

Dependent ID card renewal.

Dependents can now renew their ID cards online at <http://bit.ly/2C01q9e>.

Closures

NAF Human Resources Office hours. The office will close every Thursday. Business hours are 7:30 to 4:30 p.m. Monday, Tuesday Wednesday and Friday. NAF HRO also is closed on federal holidays. For more information, call 707-424-4749.



For more information on FSS, visit <http://www.travisfss.com>.

Chapel programs

Job opening

Position available. Travis AFB hospital chapel coordinator position open. Contact Twin Peaks Chapel at 707-424-3217 for an application and Chaplain Greg Jans at 707-423-3651 for more information.

Upcoming events

Summer Connection Block Party.

3-8 p.m. June 9 at the First Street Chapel.
Vacation Bible School. 9 a.m. to noon June 11-15 at Twin Peaks Chapel. Volunteers needed. If interested in volunteering or having your children participate, register at <http://www.myvbs.org/travisatfbmakerfunfactory>. For more information, contact April Dingle at 202-702-2486.

Recurring events

Catholic

Twin Peaks Chapel

- Roman Catholic Mass: 9 a.m. and noon Sunday.

- Children's Church: 10:15 a.m. Sunday.
- Sacrament of Reconciliation/Confession: 4:30 to 5:30 p.m. Wednesday or upon appointment.

Registration required: 6 to 7 p.m., quarterly.

- Youth Choir: 1 p.m. Sunday.
- Children's Choir: 2 p.m. Sunday.
- Adult Choir: 4 p.m. Sunday.
- Women's Bible Study: 10 a.m. (at First Street Chapel).

- Catholic Women of the Chapel: 6 p.m. first Monday of every month, Annex.

- Rite of Christian Initiation of Adults: 6 to 7:30 p.m. Wednesday, Annex.
- RE Classes: 10:15 to 11:30 a.m. Sunday, RE Wing.

First Street Chapel

- Mom's Group: 9 to 11:30 a.m. Thursday and Friday.

DGMC Chapel

- Roman Catholic Mass: Noon to 12:35 p.m. Monday through Thursday, except for federal holidays.

The Church of Jesus Christ of Latter-day Saints

- Sacrament Services: 9 and 11 a.m.

Sunday at Church of Jesus Christ of Latter-day Saints Fairfield Stake Center, 2700 Camrose Ave., Fairfield.

DGMC Chapel

- Latter-day Saints Service: 4 to 4:30 p.m. Sunday at DGMC Medical Center Chapel.

- For all other enquires, call LDS Military relations representatives at 707-535-6979

Protestant Upcoming

Family Bible Study Night. 5:30 p.m. free dinner, 6:30 p.m. at First Street Chapel. Six-week study. Children's ministry offered for 6 months to 12 years old. Begins March 22.

First Street Chapel

- Protestant Community Service: 9:30 to 10:30 a.m. Sunday.
- Gospel Worship Service: 11:30 a.m. to 12:30 p.m. Sunday.
- Children's Ministry is provided for 6-month-olds through fifth grade.

- Protestant Men of the Chapel: 8 to 9 a.m., first Saturday of every month.

Twin Peaks Chapel

- Protestant Women of the Chapel: 9:30 to 11 a.m. Tuesday.

DGMC Chapel

- Protestant Traditional Service: 10 to 11 a.m. Sunday.

Airmen's Ministry Center

- The Peak is open from 6 to 9 p.m. Monday through Friday at Bldg. 1348. Home-cooked meal at 6 p.m. Tuesday's followed at 7 p.m. by Bible study.



For more information about chapel programs, call Twin Peaks Chapel at 707-424-3217.

Recurring

Air Force Office of Special Investigations.

To report a crime, get a foreign travel brief or request information on joining AFOSI, report to

In the next week...

sat

Sports physicals. The pediatric clinic at Travis Air Force Base, California, is offering appointments from 7:30 a.m. to 4:30 p.m. June 2 and June 9 for sports and camp physicals. An appointment is needed for the clinic and may be made for children ages 5 to 18 who are enrolled in TRICARE Prime by calling central appointments at 707-423-3000 or the enrollee's respective clinic. Children who are ill, need a referral renewed or who need a follow-up appointment for attention deficit and hyperactivity disorder will not be seen. For more information, contact the pediatric clinic at 707-423-5312.

Art on the Vine. 10 a.m. to 5 p.m. June 2-3, Back Road Vines, 2221 Julian Lane, Fairfield. Free admission. www.fvaa-arts.org/venues.

Employee-Vehicle Certification and Reporting System.

Civilian and military personnel must maintain emissions information with the Web-based ECARS system. For more information, call Xuyen Lieu at 707-424-5103.

Exceptional Family Member Program

Sensory Play Group. This group meets from 2 to 4 p.m. the second and fourth Wednesdays at the Balfour Beatty Community Center. For more information, call 707-424-4342 or visit the Facebook page "EFMP Travis AFB."

Family Advocacy Parent/Child

playgroups. Toddlers to the Max Playgroup for children ages 1 to 3 meets from 9:30 to 11 a.m. Wednesdays at the First Street Chapel Annex. The Rattles to Raspberries Playgroup for infants 8 weeks to 1 year meets 9:30 to 11 a.m. Thursdays at the First Street Chapel Annex. For more information, call 707-423-5168.

Family and Friends Combat Stress

Peer Support Group. Meets from noon to 1 p.m. the first Tuesday of every month at the Balfour Beatty Community Center and from 1-2 p.m. the third Thursday of each month at The Peak. For more information, contact Amber Quirate and Jessica Soto at 501-231-7756 or email travsofcombatptsd@gmail.com.

Government no-fee passports.

All submissions of applications for government no-fee passports must now include: 1) A photocopy of Military Identification Card front and back; 2) Passport photo taken in the past six months; 3) Supporting document(s), proof of U.S. citizenship certified copy with state or county seal, if it involved a name change submit a court order or marriage certificate. Passport application cannot be handwritten and printed back to back and must be completed online with 2D barcode at website <https://pdpform.state.gov> and/or <https://travel.state.gov>. For more information, call 707-424-5324.

Hometown News Releases. To submit a Hometown News Release, visit <https://jhns.release.dma.mil/public> and fill out the information.

LGBT Alliance. General membership meetings take place at 6 p.m. the first Wednesday of every month at the Airman and Family Readiness Center. For more information, email lgbtalliance707@gmail.com or call 707-424-2486.

Mare Island Museum. Free admission from Memorial Day to Labor for active and Reserve military, National Oceanic and Atmospheric Administration and dependents with ID cards. Open 10 a.m. to 2 p.m. Monday 707-423-7227.



through Friday and 10 a.m. to 4 p.m. Saturdays. 1100 Railroad Ave. in Vallejo. For more information, call 707-557-4646.

M-50 Gas Mask Fit Testing. Takes place from 9 a.m. to 3 p.m. every Wednesday at Bldg. 791. All deployers are fit as necessary. For more information, call 707-424-2689.

Mitchell Memorial Library. Open 9 a.m. to 7 p.m. Monday through Thursday, 9 a.m. to 5 p.m. Friday, 10 a.m. to 5 p.m. Saturday and closed Sunday.

Montezuma Shrine Club. Meets every third Thursday of the month at the Masonic Center, 412 Travis Blvd., Fairfield. For more information, call Mike Michaelis at 707-427-2573 or Cal Gitsam at 707-425-0060.

Motorcycle licensing and training. California Rider Education offers the Motorcyclists Training Course, Basic Riders Course 2 and the Military Sportsbike Riders Course on base. MTC classes take place most weekends. Motorcycles and helmets provided. Successful completion gives students a DL389 that waives the skills test at DMV. Course cost covered for active duty, reserves, some DOD and NAF folks. Family members welcome, but must cover own costs. All registrations done via phone at 1-800-966-3844.

MPF self-renewal program. Did you know that dependents can now renew their ID cards online? To participate in this program, visit <http://bit.ly/2mR1gl2>. This program is limited only for renewing dependents' IDs. For all other services, visit MPF during duty hours or call 707-424-8483.

On-base child care. The Air Force requires on-base residents to be licensed by the 60th Mission Support Group if they provide more than 10 hours of care per week in their homes. For more information, call 707-424-8104 or 707-424-4596 or stop by Bldg. 380B.

Photocopying of military identification. The prohibition of photocopying of U.S. government identification Common Access Card announced by the Office of the Assistant Secretary of Defense, dated Oct. 27, 2011, does not apply to medical establishments, applying for government-issued, no-fee passport and other U.S. government agencies in the performance of official government business. This requirement does not apply to minors ages 16 or younger. However, it applies to sponsors. For more information, call 707-424-5324.

Professional Loadmaster Association. The Professional Loadmaster Association meets at 7 p.m. the first Tuesday of each month at the Delta Breeze Club. For more information, call

707-423-7227.

Here are the showtimes for this weekend's movies at the Base Theater:

- Today**
- 6:30 p.m. "I Feel Pretty" (PG-13)
 - 9 p.m. "Blockers" (R)

- Saturday**
- 6:30 p.m. "Avengers: Infinity War" (PG-13)
 - 9:30 p.m. "Super Troopers 2" (R)

- Sunday**
- 2 p.m. "Solo: A Star Wars Story" (PG-13, first run)

Mark Raymond at 707-416-5331.

Retiree Activities Office. Openings for volunteers. Customers are retired American service members and their family members. It is the RAO's responsibility to maintain open communication and to ensure retirees receive the service and the respect they deserve. If you would like to apply for a volunteer slot and have three hours or more to give, call 707-424-3905.

60th Air Mobility Wing Information

Protection Office. All requests are done on Thursdays and by appointment only. Schedule an appointment by calling 707-424-3114 or by emailing 60amw.ip@us.af.mil. Fingerprinting is only for federal employment and for agencies with a valid support agreement. For emergencies, call 707-424-3114.

Solano/Napa Habitat for Humanity. This organization welcomes volunteers and supporters from all backgrounds. There are recurring events Tuesday through Saturday. For more information, email Staff Sgt. Mathew Clayton at mathew.clayton@us.af.mil.

Travis Community Thrift Shop. 10 a.m. to 2 p.m. Tuesday and Thursday. Ongoing need for volunteers to organize, sort and price donations. For more information, contact the Thrift Shop at 707-437-2370.

Travis Composite Squadron 22 Civil Air Patrol. Open to youth from 12 to 18, as well as adults ages 18 or older who train and serve as the volunteer component of the total force. UTA is 6:30 to 9 p.m. Monday, Bldg. 241-B -2. Open to all students with a 2.0 or higher grade-point average. For more information, contact CAP 1st Lt. Jo Nash at 707-424-3996 or recruiting@sqadron22-cap.us, visit during a UTA or check out <http://sqadron22-cap.us>.

Travis Heritage Center. The facility is looking to add to its historical collection. It is missing the past 15 years of conflict in which Travis was involved. Do you have something special to donate for generations to appreciate? The center also seeks volunteers. The gift shop is open 11 a.m. to 4 p.m. Tuesday through Saturday. For more information, call Rick Shea at 707-424-5598 or email richard.shea@us.af.mil.

Travis Legal Office. Power of attorney and notaries are walk-ins 9 a.m. to 2 p.m. Monday, Tuesday, Wednesday and Friday, 9 a.m. to 1 p.m. Thursday. Legal assistance for active duty members and dependents are walk-ins from 2 to 3 p.m. Tuesday. For all wills and retiree legal assistance, call 707-424-3251 to make an appointment.

Tuskegee Airman Lee A. Archer Chapter. Meets at 1 p.m. third Saturday of the month at Nut Tree Airport. For more information, call James Harris at 707-631-6361.

Voluntary Leave Transfer Program. The following Travis employees are approved as leave recipients through the Voluntary Leave Transfer Program:

- Jessica Pope, 349th Air Mobility Wing.
- Tony Brown, Scott Air Force Base.
- James Van Nostrand.
- Anonymous employee, McConnell Air Force Base, Kansas.

The VLTp allows an employee who has a medical emergency or is affected by a medical emergency of a family member and is without availability of paid leave to receive transferred

THE FLIP SIDE

annual leave directly from other employees. For more information, call 707-424-1720.

What's Cookin' Wednesday. Free lunch at the Travis AFB USO Bldg. 1348. Served from 11 a.m. to 1 p.m. every Wednesday. For active duty, Guard, reservist and their families.

Local events

Events

Benicia Art Walk. 2 to 7 p.m., second Saturday of the month, June, July, September, October, downtown, <https://artsbenicia.org/benicia-artwalk>.

Benicia Farmers Market. 4 p.m. Thursdays through October, First Street between B and D streets. 745-9791.

Fairfield Farmers Market. 3 p.m. Thursdays through Oct. 7, corner of Jefferson and Texas streets. www.fairfieldmainstreet.com.

Ghost Walk. 8 p.m. June 8, leaves from Virgil's Bait Shop, 201 Main St., Suisun City; 8 p.m. June 9, leaves from the Lawlor House, 718 Main St., Suisun City. www.suisunwaterfront.com.

Ghost Walk. 8 p.m. first and third Fridays, leaves from 90 First St., Benicia. 745-9791.

The Hub. Music jam, 7:30 p.m. June 1; Fantasy role playing, noon June 2; Poetry by the Bay open mic, 6:30 p.m. second and fourth Thursdays, 350 Georgia St., Vallejo. www.thehubvallejo.com.

"Lunchtime Laughs." Noon the first Friday of each month, Vacaville Public Library-Town Square, 1 Town Square Place.

Free. www.solanolibrary.com.
"Sounds of Suspense." Radio broadcast, noon fourth Friday of each month, Vacaville Public Library-Town Square, 1 Town Square Place. Free. www.solanolibrary.com.

Vacaville Farmers Market. 9 a.m. to 1 p.m. Saturdays through Oct. 27, Creekwalk Plaza at Andrews Park, downtown Vacaville. www.facebook.com/VacavilleFarmersMarket.

Vallejo Art Walk. 5 to 10 p.m. second Friday of each month. Downtown Vallejo. Free admission. www.vallejoartwalk.com.

Vallejo Farmers Market. 9 a.m. to 2 p.m. Saturday, year-round, Georgia and Marin streets. www.pcfma.com.

Vintage Market. 9 a.m. to 2 p.m. every third Saturday, St. Paul's United Methodist Church, 101 West St., Vacaville. 925-978-6989.

Wine Tasting on the Square. 5:30 p.m. Thursdays June 7 through Aug. 9, 700 Main St., Suisun City. <http://suisunwaterfront.com>.

Art exhibits

Artiszen Cultural Arts Center. Gallery open 11 a.m. to 5 p.m. Wednesday and Thursday, noon to 6 p.m. Friday, 11 a.m. to 3 p.m. Saturday, 337 Georgia St., Vallejo. 649-8984, www.artiszen.org.

ArtPhit. Open 10 a.m. to 6 p.m. Wednesdays through Saturday, 726 Texas St., Fairfield. 439-3573.

Arts Benicia. "Thread Count: New Directions in Fiber Art," Saturday through July 1; reception is 6 to 8 p.m. Saturday; Family art day is 1 to 3 p.m. Sunday; open noon to 5 p.m. Wednesday through Sunday during exhibitions, 991 Taylor St., Suite 114, Benicia. Free. 747-0130, www.artsbenicia.org.

Safety

From Page 9

flying and maintenance mission to hold a Safety Review Day by May 21, the day Travis Air Force Base, California, observed its Safety Review Day.

“The focus of the safety review was to identify gaps and seams that exist or may be developing that could lead to future mishaps or unsafe conditions for our Airmen,” stated Goldfein.

Lt. Col. Vince Livie, 60th Air Mobility Wing chief of safety, said taking some time to ensure missions are flown as safely as possible is important.

“Our intent was to take a day to focus on safety,” he said. “We stopped local training flights and minimized operational training missions and other activities as much as possible to focus ourselves on a safety mindset. Across the Air Force we’ve already had more mishaps for manned aircraft than we’ve had in previous years and that’s very concerning.”

The objective of the safety review day was to identify potential issues and prevent mishaps from happening, said Livie.

“The overall goal was to not just discuss the mishaps from the previous year, but ask ourselves what is going to be the next mishap,” he said. “Let’s look for gaps and seams that are out there, whether that be in mission planning, briefing, debriefing, execution, risk assessment or in our training. Let’s identify the gaps we have and do all we can to prevent the next mishap.”

The safety review day featured presentations from senior leaders, a review of Class A mishaps including a WC-130 crash in Georgia that killed 9 Airmen May 2, as well as small group discussions where aircrew members and maintainers shared their experiences.

Lt. Col. Erik Fisher, 21st Airlift Squadron commander, said taking time to reflect and learn from others is incredibly valuable.

“We are deployed all over the world doing the mission every day,” he said. “Having the opportunity to pause and collect our thoughts to reflect, discuss and ultimately to learn,



U.S. Air Force photo/Master Sgt. Joey Swafford

Lt. Col. Corey Akiyama, left, and Maj. Geno Salazar, 21st Airlift Squadron C-17 Globemaster III pilots, fly Denton Program emergency response vehicles April 20 to La Aurora International Airport, Guatemala City, Guatemala.

that was our focus. If you stop learning, or if you stop seeking out opportunities to learn from others, from their mistakes and from your own, than you could cease to be safe and effective.”

Pilots and loadmasters from the 21st AS held small group discussions where they shared their experiences and openly shared their mistakes in an effort to enhance learning with the intent of preventing those same mistakes from occurring in the future.

“It’s important for us to slow down sometimes and ensure we are doing things right,” said Staff Sgt. Maranda Trujillo, 21st AS C-17 Globemaster III loadmaster. “We watched a lot of simulations of how aircraft went down, including the C-17 that crashed at Elmendorf AFB, Alaska, a few years back. That one hit close to home.”

The 21st AS operates the C-17 and has flown the cargo jet to support numerous missions including Operation Inherent Resolve, which is the fight against the Islamic State of Iraq and Syria, as well as

several humanitarian missions such as hurricane relief efforts in Puerto Rico in September 2017.

As a loadmaster, Trujillo is responsible for the safe loading of cargo and personnel onto the aircraft. She was one of the loadmasters who flew on a hurricane relief mission to Puerto Rico.

“We delivered food, water, generators, power carts, personnel and their equipment to aid relief efforts after Puerto Rico was hit by a massive hurricane,” she said.

However, the equipment, personnel and supplies couldn’t have been delivered unless Trujillo and her team worked together to mitigate risk and complete the mission safely.

“We work as a team,” she said. “Everybody is part of the crew and anyone can speak up if they see something that makes them uncomfortable. No matter how many hours you’ve flown or what your rank is, you could be the one to save the aircraft from something minor or a serious incident. That culture

has the potential to save the aircraft, lives and ultimately, our mission.”

Fostering that atmosphere where anyone who sees something potentially unsafe can speak up is vital, said Fisher.

“We must be willing to speak up and learn from mistakes,” he said. “That culture is only built on a foundation of trust where people can freely admit their mistakes, go through a debrief of a mission and have the humility to say, ‘I made this mistake or I was thinking this and it wasn’t right’ and learn from that. It’s hard to learn from those experiences when people are unwilling to freely admit their mistakes.”

Fisher said he wants his Airmen to feel empowered when they’re flying missions all over the world to do what’s right.

“When we step on the aircraft we’re our crew position, not the rank on our shoulders, everyone is equally free and expected to speak up,” he said. “That could be the 18-year-old loadmaster in the back of the airplane and she voices a

concern to a lieutenant colonel who is at the controls. That’s the environment we expect.”

“We’ve seen over the years different examples when that didn’t exist and bad things happen,” he said. “People must be able to speak freely before something catastrophic occurs.”

Livie hopes all Airmen who participated in the safety review day understand safety is everyone’s responsibility.

“Safety is everyone’s job,” he said. “Safety’s not something you can take a break from. It must be at the forefront of everything we do. It’s not the kind of thing that we only take a look at during a safety review day, it’s something that’s inherent in everything we do.”

The safety office at Travis has compiled a 65-page report with feedback from those who participated in the safety review day. More than 700 Airmen provided feedback on a range of topics including training, mission planning and risk management. The report will be provided to Air Force leadership.

MAFFS

From Page 10

Sacramento, California, April 22-27.

Lepillez was on her second MAFFS training sortie of the day when the pilot let the aircrew know they were headed back to base. Her instructor walked over, fist-bumped her and handed her their squadron's MAFFS patch. She completed her certification.

"That was such an awesome

moment," said Lepillez, who was named the Air Force Reserve Command 2016 Enlisted Aircrew Member of the Year. "I'm so grateful just to be able to take part in a mission like this."

Becoming a MAFFS-certified loadmaster is strictly voluntary. Before loadmasters are considered for the position, they must have at least 750 flying hours and be evaluated by the entire aircrew, which includes a pilot, co-pilot, navigator, flight engineer and other

loadmasters already MAFFS-qualified.

"MAFFS loadmasters are our most experienced and highly qualified," said Master Sgt. Thomas Freeman, a 731st AS evaluator loadmaster and Lepillez's MAFFS instructor.

Freeman, who flew missions during the Black Forest fire, has been flying MAFFS missions since 1991 and has helped train over 100 loadmasters on MAFFS throughout his career.

"It's very challenging. The learning curve is more like a

90 degree angle than a curve," said Freeman.

Typically, loadmasters are responsible for loading, securing and escorting cargo and passengers before and during flight. They calculate proper weight distribution for cargo and oversee the safety of any passengers. On a MAFFS mission they fill that same role in addition to and making various adjustments to the MAFFS unit during flight and ensuring it releases retardant as needed. They are also in charge

of overseeing the refilling the MAFFS unit.

"The co-pilot is actually the one who presses the button to drop the retardant," Lepillez said. "Our job is to make sure everything else is good to go as far as having proper air compression, making sure the hydraulics are functioning and using the control panel to set the amount of coverage we will drop on the pass. We also make sure the emergency dump system is ready as well just in case something malfunctions."

Strengthens

From Page 8

with specific partner forces. IEE program activities are designed to establish and promote mutual trust and respect among participants, and to facilitate information sharing among partner personnel.

Success factors include the degree of interoperability between U.S. and partner airmen as well as partner forces' responsiveness and collaboration

with the U.S. Air Force during future coalition operations.

"IEE provides a unique opportunity to foster the enlisted development of partner nation militaries," said Senior Master Sgt. Jennifer Johnson, Air Force international enlisted engagements manager. "We are constantly learning of new opportunities for cooperating with partners and then evaluating those against U.S. and (Defense Department) priorities to determine what we should move out on."

"There is no doubt that our enlisted force is the most professional and capable force in the world," Wright said. "Sharing that with our partners while capitalizing on unique opportunities to foster the enlisted development of our Airmen and those of our partner nation militaries is vital to carrying out our national security strategy."

There are three IEE positions Air Force-wide. However, Johnson said the service will add another by the end of 2018,

and will look to continue adding positions where they can benefit the Major Command and Combatant Command Senior Enlisted Leaders. Since its inception in 2015, 11 SNCOs have participated in the IEE program.

"This job is challenging and incredibly fast-paced," Johnson said. "But it's also thrilling, because we're enabling the Air Force to break new ground with so many international partners and enlisted Airmen are front and center."



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www.tbvacaville.com
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United Methodist Women
Sunday Morning Bible Studies at 9:00 A.M.

Carnell

From Page 8

upon arrival. As I finally felt confident enough with my dress blues, I drove to the HG building.

I showed up about an hour early and stood there waiting with other HG applicants. All of us were asking similar questions in regard to how the next week of our lives was going to be. No one could have anticipated the challenge.

Right at 8 a.m., we heard the clicking of spurs from the boots getting louder and louder. It would be a familiar sound to those who have gone through BMT and heard their military training instructor walking around.

A sergeant with a very crisp Airman Battlefield Uniform centered himself in front of the flight and stood at attention with a thousand-yard stare.

“FLIGHT, TENCH HUT!” yelled Staff Sgt. Steven Flynn, Travis Air Force Base Honor Guard lead instructor.

All of us stood at attention and waited for the next command. Flynn then spoke to the class with a firm voice stating how training week will go and what will be tolerated. Many Airmen in the class realized then and there that this training would not be like any other.

One thing that separated this training from others was how the first day went. We practiced with 17-pound rifles for around six hours and learned facing movements for another four. We were told if our blisters or hands hurt too much, tape was available.

It was after a short break in training we realized one HG applicant had dropped out.

At this time, I thought to myself, “Maybe I don’t want to be



U.S. Air Force photo/Airman 1st Class Jonathon D. A. Carnell
Staff Sgt. Steven C. Flynn, Travis Air Force Base Honor Guard lead instructor, inspects the ceremonial uniform of Airman 1st Class Mario Hernandez, 60th Medical Operations Squadron aerospace medical technician, May 22 at the Honor Guard building at Travis Air Force Base, Calif. The Travis Honor Guard’s area of responsibility spans 45,000 square miles serving 28 counties with 1 million veteran residents.

in the HG either, and if everything happens for reason, why did I accept this opportunity?”

However, I knew that this week, like last week, would come to an end. I was at this training course for a reason. I didn’t know why yet, but I kept trying as best I could throughout the week. I thought to myself, “If I don’t become a guardsman, I’ll leave here knowing I tried.”

Training week was a 10-day course condensed into four. The trainers taught us how to perform a firing party, pall-bearing, urn sequences and a complete new way for standing at attention, facing movements and marching.

Most of us made it through

to graduation where we performed a retiree ceremony for a late U.S. Air Force service member as if it was an actual ceremony. Our class presented this in front of our respective leadership. My heart was beating so fast because I still did not feel 100 percent confident in my firing party movements.

One of our goals in the HG is to be crisp, swift and motionless. With only four excruciating practice days, not all of us were up to par. For graduation, I was one Airman who wasn’t.

Travis HG practices for three hours prior to every funeral. The practice is much needed and gives us the time to perfect the services to perform each day.

At first, I felt going to funerals would be alright. I will simply show up and do what the HG expects of me. After I completed my first funeral as a guardsmen, I understood the importance of the mission.

During one of my first funerals, I held the position of handing off the flag to the next-of-kin. It was at this point, after the flag was handed off, I realized why I was there.

I remember standing in the rain waiting for the family’s arrival. I was assigned with Flynn and was nervous. I wasn’t nervous because I didn’t know what to do, but because when I saw the family grieving over their lost loved one, I knew I might be a part of their last Air

Force interaction.

Flynn and I marched side by side to the urn table and performed the flag-fold sequence. Upon completion of the flag fold, he stepped off to the bugle and played it. When Flynn finished playing Taps and began rendering a salute, it was time to hand off the flag.

In absolute silence, besides the sound of my shoe taps hitting the floor, I centered myself to the next-of-kin. I started kneeling down, pushing the flag away from my chest toward his lap while taking my forward stare to his eyes, all in one motion. He looked back at me with eyes full of tears. I started giving my hand-off speech, “On behalf of the President of the United States...” He lost all composure. He started gasping for air because he was sobbing so heavily. He reached out for the flag and put his hands over mine.

While both of us were holding the flag, I had to continue with my speech as if I wasn’t affected even slightly. “Thank you, for your loved one’s honorable and faithful service.” I went from kneeling to attention, rendered a salute to the flag on his lap and marched away.

It is true service before self to be a guardsman. Being a guardsman may be the last time a family will see an Airman. All of the countless hours that went into me becoming a guardsman opened my eyes to why taking opportunities can be so great.

I didn’t want to go to the HG when I did, but I learned so much about myself and the core values that have been preached to me since I joined the Air Force.

I am thankful to be a Travis Guardsman, a title which I don’t take lightly and will keep to the highest standard, set by my predecessors and continued by my successors.

Even though this opportunity wasn’t one I necessarily wanted to do, I loved the experience, grew as an Airman and became a guardsman.

I strongly suggest taking opportunities, even the ones you don’t want. You never know how much you’ll grow from them if you don’t take them. So, fellow Airmen ... seize your opportunity.

Legacy

From Page 6

controller walked to the podium, standing not behind it but in front of it, smiling ear-to-ear with a sense of Airman-ship. Gutierrez, currently a member of the Battlefield Airmen Training Group, began with just a few words, “Thank you for this opportunity. Coming from an operator, we need each other, and thank you for how you support our efforts.”

“As one of four living and serving Air Force Cross recipients, I am afforded the wonderful opportunity to speak to our Air Force and reinforce the importance of our Air Force core values in our everyday duty and lives,” Gutierrez said.

“The significance of the 29th IS is intel,” Gutierrez explained. “In my profession, we drive and take the fight to the enemies through a plethora of information via signals intelligence, human intelligence or other avenues. Intel plays a monumental role in our fight against our nation’s enemies, and the future adversaries we will be challenged by. I was brought in (today) to explain, from a ground warfighter’s (perspective), the importance of the 29th IS’s role in supporting our forces across the globe with (intelligence) to help our warfighters and air assets.”

As the event continued, Airmen heard about the impact they have, and are continuing to have, on a daily basis. Not just within their “bubble,” but assisting warfighters downrange.

“Times and technology have changed,” Gutierrez said. “We’re better,



U.S. Air Force photo/Staff Sgt. Alexandre Montes
Master Sgt. Robert Gutierrez Jr., Battlefield Airmen Training Group standards and evaluation, poses May 18 in Laurel, Md. Gutierrez is a combat controller who was on the team in Afghanistan in 2009 that conducted high-risk operations that eventually captured the second most powerful leader of the Taliban in that region.


we’re smarter and more efficient. It cost me a lot physically, but what matters more is getting the job done. What you do is important and it helps people like me stay alive.”

Gutierrez concluded with some parting words that seemed to resonate with the Airmen in the audience.

“It’s my honor to serve with such great team members,” he said. “I value

our most cherished and important asset in the Air Force, which in my opinion is our people. Without our hard-working Airmen, we wouldn’t be the world’s greatest Air Force.”

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Future

From Page 4

industry will drive further change, especially in how the service works with industry and academic partners

Museum

From Page 5

very special moment.

“It makes me so happy because this is what dad wanted so desperately,” Morgan said. “He worked so hard with the Memphis Belle Memorial Association for so many years trying to preserve the plane.... I wish that he could see it today.”

The Memphis Belle is now the centerpiece of the U.S. Army Air Forces Strategic Bombing in Europe in World War II exhibit at the National Museum of the U.S. Air Force. Next to the Memphis Belle is an exhibit that features hundreds of artifacts related to the aircraft and its crews, including wartime uniforms, insignia and rare color archival footage.

“The strategic bombing campaign that these young Airmen conducted played a critical part in ending the war,” said Duford. “They broke the back of the German air force, which allowed D-Day to happen”.

During the public ribbon cutting and throughout the celebratory weekend of events, the museum was filled with thousands of people ranging from veterans, families, aviation history fanatics to school children and everyone in between.

Five P-51 Mustang fighters, three B-17 Flying Fortress bombers and a PT-19 trainer aircraft flew in a formation over the museum to commemorate the event. The B-17s, Aluminum Overcast and Yankee Lady, along with the P-51 Ain’t

according to Dr. Will Roper, assistant secretary of the Air Force for acquisition, technology and logistics.

“Acknowledging the paradigm shift that commercial industry now leads in many areas of technology development

is important,” Roper said.

Experts from multiple leading technology industries shared their own insights from the AI and quantum science realms at the summit.

Wilson said continued partnership with industry is

essential to posture the service with capabilities for dominance in the digital age.

“Digital speed, not industrial speed, will win the next war. There are things we need to do now to be the Air Force of the future,” he said.



U.S. Air Force photo/Staff Sgt. Megan Friedl

The Cincinnati Warbirds Experimental Aircraft Association Squadron 18 presented a U.S. flag to Herb Heilbrun, a 97-year-old B-17 pilot veteran. The flag was flown on the B-17 Yankee Lady during the formation flyover May 16 at the U.S. Air Force Museum.

Misbehavin’ and a Heritage trainer landed for guests to see up close in person.

Along with the opening of the exhibit and the fly-overs, visiting guests were able to see an encampment of World War II vehicles and more than 130 reenactors participating in the opening events.

Lt. Gen. Jacqueline Van Ovost, Air Force director of staff and a guest speaker during the event, said the Memphis Belle and its crew “exemplify the strength and spirit of our nation. We’re a better Air Force, a better nation and a better world because they answered the call.”

Partnership

From Page 4

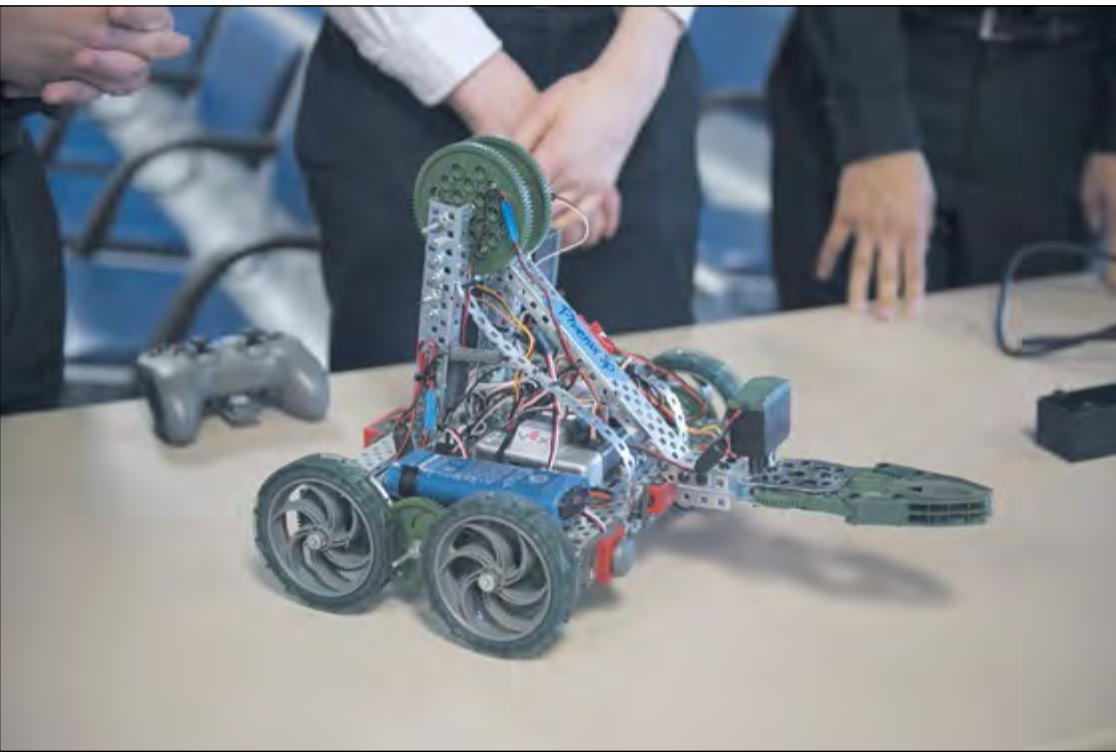
Master Sgt. Moises Chavez-Zavala serves as an air advisor for aircraft corrosion control.

“I learned a lot about the FARD maintenance operations and how their efforts directly support U.S. interests in the region,” he said. “Increasing an aircraft lifecycle with basic corrosion prevention principles will help to extend the FARD’s ability to contribute to regional security by directly supporting counter-narcotics operations.”

The last time the 571st MSAS conducted training with the FARD was in September 2017. The squadron has continuously completed mobile training teams in the Dominican Republic, approximately two times per year, since 2016.

This was also a significant training event for the MSAS as nine of the 15 team members were in training to be certified in various team roles from an “air advisor” to a “mission commander” in support of the U.S. Air Force’s building partnership capacity mission in the U.S. Southern Command region. The rest of the team focused on their normal duty positions as instructors or interpreters.

The 571st MSAS’s mission is to strengthen partner nation’s capabilities through providing assessments, training, advice, and assisting partner nations in developing their own airpower capabilities. The unit includes Spanish-speaking Airmen and is aligned with the USSOUTH-COM area of responsibility.



U.S. Air Force photos/Staff Sgt. Amber Carter

Travis Air Force Base, Calif., hosted the Phoenix Spark Challenge May 10 at the Travis Passenger Terminal. The Phoenix Spark Challenge involved five local schools competing in an innovation contest to propose the best ideas for enhancing counter-unmanned aerial systems, airfield lighting system monitors and self-driving vehicles.

STEAM

From Page 3

education for Solano County, including Travis.

Growing up as a military brat, Estrella-Henderson knows what education means to the military.

“I remember attending 12 schools by the time I graduated high school,” she said. “I understand the challenges that military families face as they seek quality educational opportunities for their children wherever they may be stationed, especially given that 60 percent of the children in military families in the U.S. are school-age and the majority attend public schools throughout the nation.”

It was the impetus of providing a better education to those military students that first drove her to want to support the competition, she said.

“County offices of education are uniquely positioned to partner with the military to design and implement programs with a focus on alignment across the educational system in any given community,” she said. “This project with Travis exemplifies collaboration and partnership at a county-wide level; a regionalized approach that allows us to provide the opportunity to

a larger number of military students regardless of which community they live in or which school district they attend.”

For Carlisle, the idea of a regionalized approach to innovation is what the Phoenix Spark Challenge represents, the genesis of a movement he hopes to see implemented in communities Air Force-wide.


“The world is moving

towards this need for rapid innovation,” he said. “Technology is advancing at a break-neck speed and we need to acknowledge that and foster the ways to keep pace with it before we end up buried by it. It’s important for us to empower younger generations to voice their ideas and provide them the means and confidence to take the future in stride.”

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Malacara

From Page 2

was the first time I ever received any mentorship. During this time, it was called “taking someone under your wing.” He made a huge impact on my life. Because of Arnold, I stand here today after almost 26 years in the Air Force as a chief master sergeant.

My family serves along with me as my wife, Sonya, is an operating room nurse at David Grant USAF Medical Center, my daughter, Staff Sgt. Brittany Malacara, is an aerospace medical technician in DGMCC’s intensive care unit, and my son, Senior Airman Brandon Malacara, is a radio frequency transmission technician at Charleston Air Force Base, South Carolina.

You see, the mentorship provided to me by Arnold in 1994 not only kept me in the Air Force to continue to support the United States, it added three more Airmen to the force. My whole family has benefited from the education benefits and programs the Air Force offers. I couldn’t be more proud, and I thank Arnold for what he did for me that day.

I challenge you to notice your Airmen for who they are and what they bring to the fight. Show them how they fit in the Air Force picture and explain how they can use Air Force programs to reach their goals. Too many times our Airmen are not treated like people. Instead, they are treated like the number of stripes on their sleeves like my staff sergeant supervisor treated me in 1993.

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2004 Wrangler SE Sport 4X4, V6, 4.0 Ltr. New tires, oils. Low 90K mi. Like new. \$12,900 obo. DLR #42203. (707)280-6816 Quinterosautosales.com

93' Grand Cherokee Auto 143K White w/gold trim. Good cond. \$1200 OBO Call 707-455-8794

0838 MERCEDES BENZ



2010 C300w/Sports. All pwr., lthr., blk. on blk. Low mi., 77K All maint. done. New tires. \$13,900 obo. DLR #42203. (707)280-6816 Quinterosautosales.com

0841 NISSAN
2006 Sentra S Spl. A/T, all pwr., new tires, oils, etc. 136K mi. Smog! \$4,900 DLR #42203. (707)280-6816 Quinterosautosales.com

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2012 Yaris S. All pwr., clean low mi. 71K \$7,900 obo. Great on gas. New brakes, oils, etc. DLR #42203. (707)280-6816 Quinterosautosales.com

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1) Senior Airman Virginia Young, 60th Security Forces Squadron emergency communications controller, is recognized during a tribute to the U.S. Armed Forces May 24 during the California Chamber Capitol Summit and Sacramento Host Breakfast at the Sacramento Convention Center in Sacramento, Calif. 2) From left, Col. John Klein, 60th Air Mobility Command commander, Young and Chief Master Sgt. Steve Nichols, 60th Air Mobility Command command chief, pose at the summit. The tribute recognized one service member from each of the five armed service branches. 3) California Gov. Jerry Brown speaks during the summit.



California shows service members ... GRATITUDE

U.S. Air Force photos by Louis Briscese



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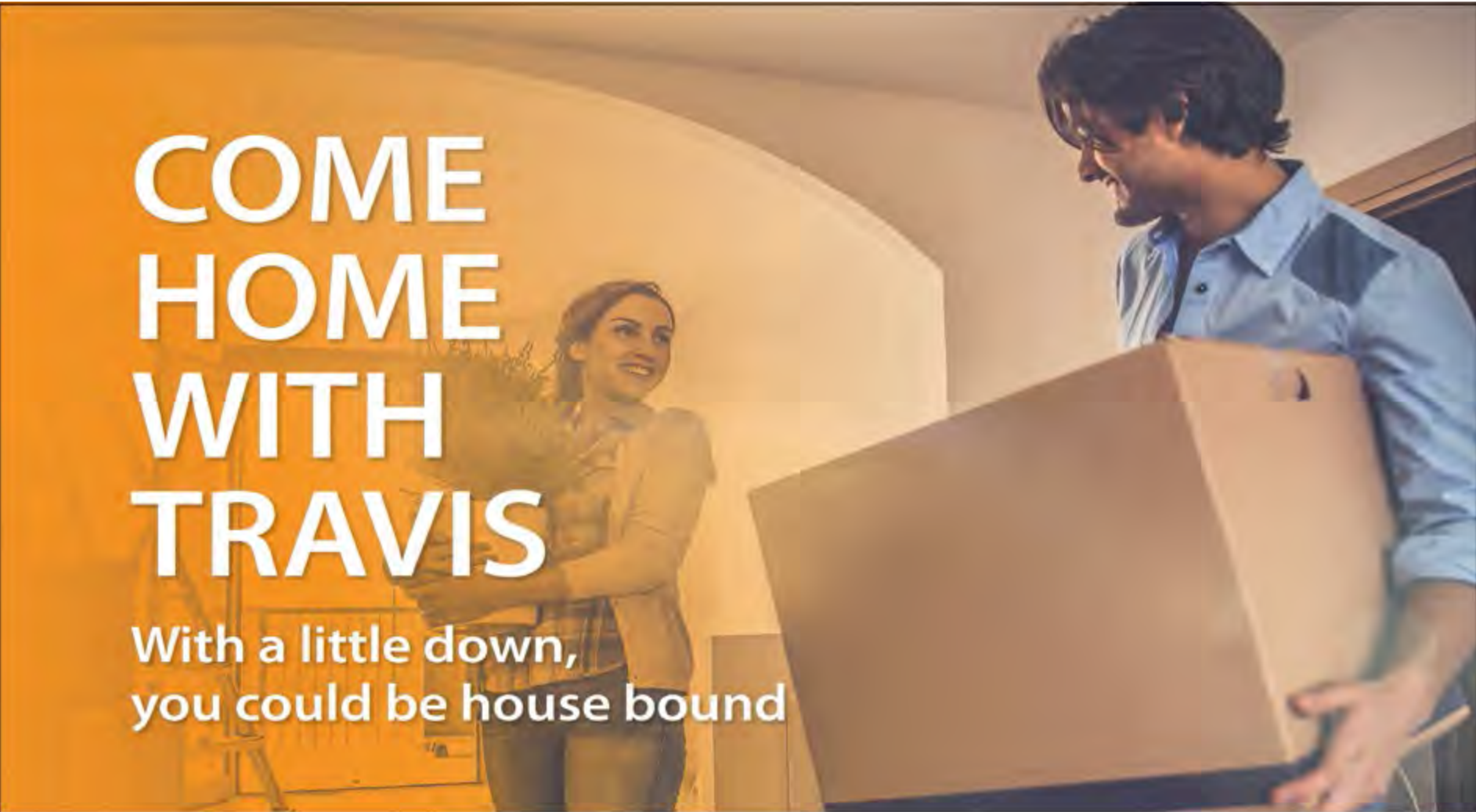
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